

COUNTRY Germany Approved For Release 2006/03/03 : CIA-RDP82-00457R000600130008-8TOPIC Schoenefeld Airfield

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EVALUATION PLACE OBTAINED

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DATE OF CONTENT DATE OBTAINED DATE PREPARED 21 November 1951REFERENCES PAGES 2 ENCLOSURES (NO. & TYPE)

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REMARKS

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1. Between 26 September and 3 October 1951, IL-12s of the Soviet civil aviation landed and took off from Schoenefeld airfield.

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2. Between 27 September and 2 October, the following flying by aircraft of satellite countries was observed:

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Date	Time	Flying Activity	Aircraft
27 September	2:45 p.m.	Landing	IL-12 SPLBB
	3:50 p.m.	Take-off for Warsaw	IL-12 SPLBB
28 September	11:30 a.m.	Landing	IL-12 SPLHO
	12:10 p.m.	Take-off for Paris	IL-12 SPLHO
	2:40 p.m.	Landing	IL-12 with flag painted blue-white-red; no markings identified
	3:35 p.m.	Take-off	
29 September	2:35 p.m.	Landing	IL-12 SPLHO
	3:45 p.m.	Take-off for Warsaw	IL-12 SPLHO
30 September		None	
1 October	11:30 a.m.	Landing	IL-12 SPLHC
	12:25 p.m.	Take-off for Paris	IL-12 SPLHC

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CLASSIFICATION

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No Change in Class. ☐

☐ Declassified

Class. Changed To: IS S C

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Date: 22/05/78 By

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Date	Time	Flying Activity	Aircraft
2 October	2:40 p.m.	Landing	IL-12 SPHC
	3:25 p.m.	Take-off for Warsaw	IL-12 SPHC

3. The following observations were made on military aircraft at the field:

Date	Time	Observations
28 September	9 a.m. to noon	A biplane flew over the field
	1 p.m.	A twin-engine plane with a red Soviet star landed
	6 a.m. and 6 p.m.	Six twin-engine planes and 8 biplanes parked on dispersal area
29 September	1 p.m.	Six twin-engine planes and 7 biplanes parked on dispersal area
1 October	Between 1 and 2 p.m.	Four twin-engine aircraft, with red Soviet stars on fuselages and rudder assemblies, landed; 6 twin-engine planes and 8 biplanes parked on dispersal area
3 October	8 a.m.	Four twin-engine planes were parked on runway and 6 twin-engine planes and 8 biplanes on dispersal area.

4. Between 11 a.m. and 4 p.m. on 22 October, there was a 9/10 to 10/10 degree of cloudiness, a cloud base of 500 to 700 meters high, and visibility of 1 km. The following flying was observed: At 11:30 a.m., a IL-12 type commercial plane landed at the field, then taxied to the airport terminal and took off at 12:30 p.m.; between 1 and 1:10 p.m., two Soviet transports landed; and between 2:45 and 3 p.m. three Soviet transports, which were parked at the runway, took off and headed northeast. At 11 a.m. 7 biplanes and 8 twin-engine transports

were parked at the field. At 4 p.m., 7 twin-engine transports and 7 biplanes were observed parked at the field. *

5. A stone hut, about 50 cm underground and with a red lamp on its roof, was observed at the east end of the main runway. From this hut an antenna extended toward the southeast to a rod about 50 cm high. Another antenna extended toward the east-northeast to a rod which was about 3 meters high and braced by two guy wires. **

6. On 21 October, photographs were taken of a radio installation located in the northeastern extension of the runway, about 700 meters from its end, and of a beacon which was set up about 50 meters farther northeast. ***

* Comment. The information on flying activity and the occupation observed on various days indicate that no change has occurred in the utilization of the airfield.

** Comment. The purpose of this installation is not known.

*** Comment. The radio installation is probably a landing beacon. Provided that the bricks of the radio cabin on the photographs are the standard size of 25 x 12 x 6.5 cm, the dipole probably has a length of 1.95 to 2 meters. This length would correspond to a wave length of about 4 meters. The dipole length is variable. The two crossed dipoles are fed via a delta matching transformer (Deltaanpassung) and, with a phase shift of 90°, can radiate a circular polarized wave which is received from all directions in the same intensity. A reflector is fitted under the dipoles at a fourth wave length.

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